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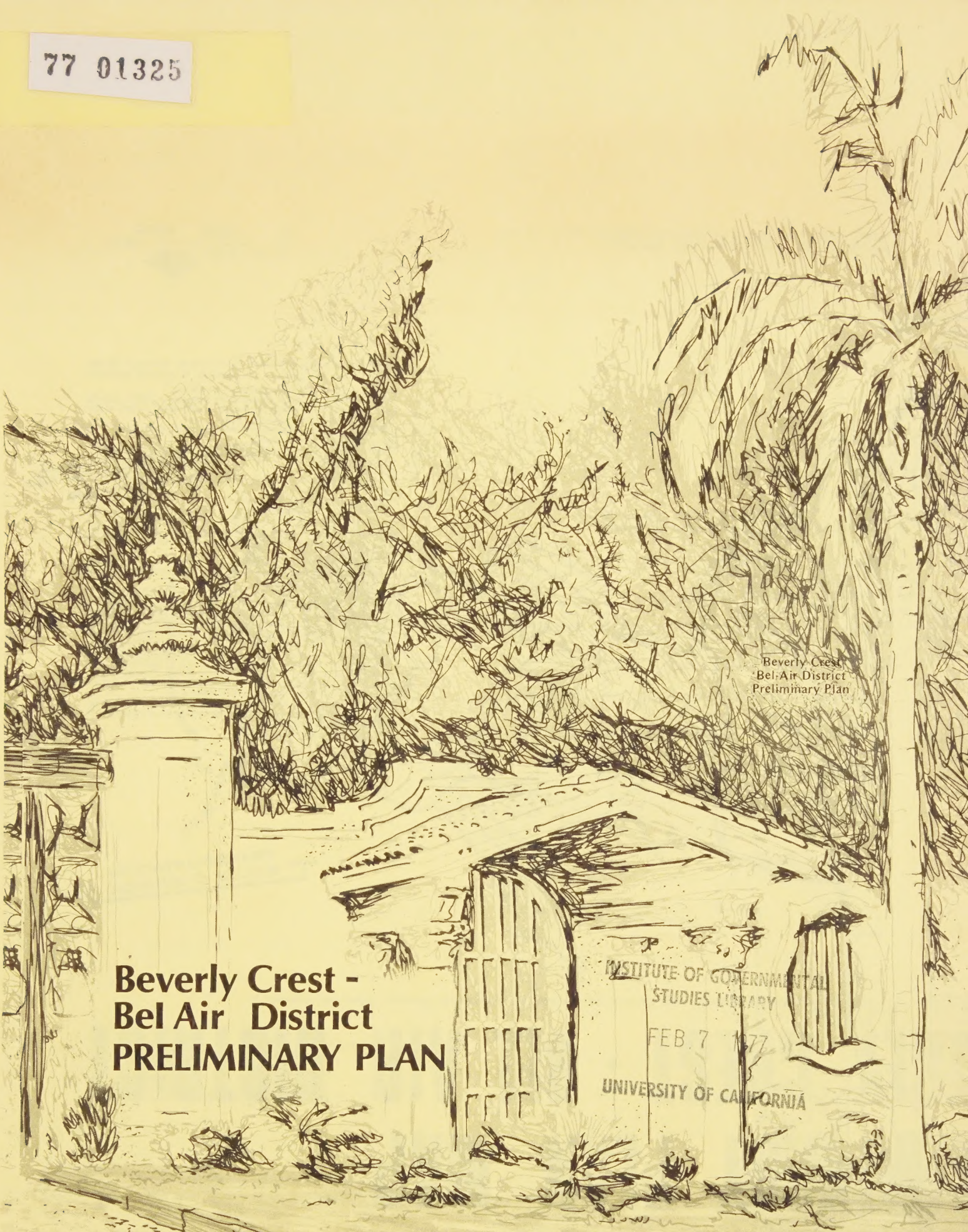

Beverly Crest - Bel Air District PRELIMINARY PLAN

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City planning Los Angeles

City Plan Case 23289
APRIL 1975

INTRODUCTION

This report presents a Preliminary Plan proposal for the Beverly Crest-Bel Air District. This District is generally bounded by the San Diego Freeway on the west, Sunset Boulevard, Lookout Mountain Avenue and the Beverly Hills-Los Angeles City boundary on the south, Laurel Canyon Boulevard on the east and Mulholland Scenic Parkway on the north. The Preliminary Plan is based on studies of the City Planning Department staff and the Citizens Advisory Committee appointed by the Councilmen of the District to assist the staff.

The Beverly Crest-Bel Air Citizens Advisory Committee was formed to advise and assist the Planning Department in preparing this Preliminary Plan. In a number of instances, the Committee differed from the Planning Department on textual statements or map designation in the Plan. These differences are noted in the text by brackets, italicized wording and strike-out passages indicating recommended deletions and/or additions to the text.

A Background Report supplements this Preliminary Plan. It sets forth basic data, the assumptions made, and the conclusions reached in developing the various proposals of the Plan, and analysis thereof. Copies are available in Room 605, Department of City Planning, City Hall and the offices of the City Planning Department in the West Los Angeles City Hall.

The next step in the planning process will be to use the Preliminary Plan as a basis for discussion to obtain reactions and suggestions from the residents of the Beverly Crest-Bel Air District, the City's General Plan Advisory Board composed of the General Managers of the various City agencies, and other interested persons. Spokesmen from the Citizens Advisory Committee will be officially represented and recognized in all presentations and hearings of the General Plan.

Upon completion of public discussion, the Planning Department [*and the Citizens Advisory Committee*] will formulate a Proposed Plan. The Proposed Plan will also be reviewed by the General Plan Advisory Board, It will then be presented to the City Planning Commission and Mayor for approval, and to the City Council for adoption.

The following population statistics apply to the Beverly Crest-Bel Air District:

1970 Population	17,700
Existing Zoning Capacity	82,000
1990 Projected Population	21,400
Plan Population Capacity	37,500

For additional information. call the City Planning Department, 485-5386. Additional information regarding the Citizens Advisory Committee text may be obtained by contacting its representative, Mrs. Shirley Cohen, at 472-5144.

Beverly Crest - Bel Air District
PRELIMINARY PLAN

PURPOSES

The Beverly Crest-Bel Air District Plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying maps entitled "Beverly Crest-Bel Air District Plan Map" and "Recreation and Open Space Map"

USE OF THE PLAN

The purpose of the Beverly Crest-Bel Air District Plan is to provide an official guide to the future development [~~*development*~~ *planning*] of the District for the use of the City Council, the Mayor, the City Planning Commission; other concerned governmental agencies, residents, property owners, and businessmen of the District; and private organizations concerned with planning and civic betterment. For the Council, the Mayor and the Planning Commission, the Plan provides a reference to be used in connection with their actions on various City development matters as required by law.

The Plan is intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the District, within the larger framework of the City; guide the development, betterment, and change of the District to meet existing and anticipated needs and conditions; contribute to the improvement of the quality of the environment; balance growth and stability; reflect economic potentialities and limitations; and protect investment to the extent reasonable and feasible.

This Plan proposes approximate locations and dimensions for land use. Development may vary slightly from the Plan provided the total acreage of each type of land use, the land use intensities, and the physical relationships among the various land uses are not altered.

The Plan is **not** an official **zone map** and while it is a guide it does not imply an implicit right to a particular zone or to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles City Charter and the Los Angeles Municipal Code, subject to various requirements set forth therein. Inasmuch as the Plan shows land uses projected as much as 20 years into the future, it designates conditionally more land in some areas for different zones and uses than may be desirable for many years.

This Plan is subject to review and amendment within five years to reflect changes in circumstances.

OBJECTIVES OF THE PLAN

1. To coordinate the development [~~*development*~~ *planning*] of the Beverly Crest-Bel Air District with that of other parts of the City of Los Angeles and the metropolitan area.

2. To desigante lands at appropriate locations for the various private uses and public facilities in quantities and at densities required to accommodate population and activities projected to the year 1990.

3. To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the District, maximizing the opportunity for individual choice.

4. To encourage the preservation and enhancement of the varied and distinctive residential character of the District.

5. In hillside residential areas:

   a. to minimize grading so as to retain the natural terrain and ecological balance;

   b. to provide a standard of land use intensity and population density which will be compatible with [*existing*] street capacity, public service facilities and utilities, and topography.

   c. to coordinate development [~~*development*~~ *planning*] with that in the remainder of the City.

6. To provide a basis for the location and programming of public services and utilities, and to coordinate the phasing of public facilties with private development [*without damage to existing uses*].

7. To provide a circulation system adequate to accommodate the transportation needs of the area. [~~*To provide a circulation system adequate to accommodate the transportation needs of the area.*~~ *To provide for a circulation system coordinated with land uses and densities that will best accommodate auto traffic without widening and realigning streets.*]

8. To encourage the expansion and improvement of a public transportation system as an effective alternate to the automobile, as a means of attaining air quality in conformance to the Federal clean air standards.

9. To protect scenic views and preserve open space and the natural character of the mountainous parts of the District for the benefit and enjoyment of the citizens of the Los Angeles region.

10. To improve the visual environment of the District through the development and application of appropriate design criteria and controls.

11. To improve design and construction of residential and commercial buildings, as a means of reducing crime and fear of crime. [*delete*]

POLICIES

The Beverly Crest-Bel Air District Plan is designed to accommodate the anticipated population and employment of the District to the year 1990. The Plan seeks neither to promote nor to constrain growth, rather it [~~*seeks neither to promote nor to constrain growth, rather it*~~] accepts the likelihood that change will take place and must be properly controlled if the District's amenities are to be preserved and its problems corrected.

The Plan encourages the preservation of low density, single-family, residential areas, and the conservation of open lands for environmental protection and park and recreational use.

Much of the Beverly Crest-Bel Air District contains hilly and mountainous terrain. Certain strategic undeveloped areas should be considered for inclusion in the chain of parks concept radiating from Mulholland Scenic Parkway.

This Plan includes the County island located in the Franklin Canyon area which is recommended for annexation to Los Angeles in the Fringe Area Study Report.

LAND USE

Housing

Property in residential zones permitting densities in excess of those designated on the Plan shall be considered for reclassification to zones corresponding to the densities designated on the Plan Map.

During the first five years after adoption of the Plan, no change in zoning to a density which exceeds the lower limit of the applicable density range indicated on the Plan Map shall be allowed unless it can be shown that a higher density within the applicable range is significantly more in the public interest and will maintain the quality of the community's environment. [~~*unless it can be shown that a higher density within the applicable range is significantly more in the public interest and will maintain the quality of the community's environment.*~~]

Apartments should be soundproofed, provide sufficient off-street parking, and provide adequate, usable outdoor space [~~*usable outdoor space*~~ *open space and usable recreational areas*].

[*Structure maximum vertical dimensions of 32 feet or three stories, whichever is less, should be imposed throughout the District for all buildings.*]

The intensity of land use in the mountain and hillside areas and the density of the population which can be accommodated thereon, shall be limited in accordance with the following criteria:

a. the adequacy of the [*physically*] existing and assured [~~*and assured*~~] street circulation system, both within the area and in the peripheral areas;

b. the availability of [*existing*] sewers, drainage facilities, fire protection services and facilities and other public utilities;

c. the suitability of the geology of the area for development, and the steepness of the natural topography of the various parts of the area, generally as follows: densities not to exceed 1 dwelling unit per gross acre on land with natural slopes in excess of 15% and 0.1 dwelling unit per gross acre on land with natural slopes in excess of 35%. [~~*densities not to exceed one dwelling unit per gross acre on land with natural slopes in excess of 15% and 0.1 dwelling unit per gross acre on land with natural slopes in excess of 35%;*~~ *and in future subdivisions, the density shall not exceed that permitted under the following slope-density criteria: 0-15%, 1 per gross acre; 15-35%, 0.5 per gross acre; over 35%, 0.1 per gross acre. All such computations are to be made before grading. This applies to undeveloped areas and does not affect existing legal lots.*]

d. the compatibility of proposed developments with existing adjacent developments.

e. the adequacy of existing and assured school, library and park facilities.

Use of the "cluster concept" and the Residential Planned Development District is encouraged for new residential development in hillside areas in order to use the natural terrain to best advantage, minimize the amount of grading required, and provide more recreational land and open space. However, development by conventional subdivision shall not be precluded. The "cluster concept" is defined as the grouping of residential structures on portions of the site while retaining a large area (75 to 80 percent) in its natural

continued lift page

state or in a park-like setting. Density patterns indicated on the Plan Map may be rearranged to facilitate cluster developments provided that the total number of dwelling units indicated in any development is not increased. [*delete paragraph*]

The open and natural character of single-family development in the hillside areas of the Beverly Crest-Bel Air District is desirable and deserving of public protection. Changes in these areas must be fully justified as being in the public interest before the City grants a different or more intensive land use which would alter this character.

[*Cluster and cluster-like subdivisions are incompatible with the single-family residential character of the District. In order to avoid the types of "cluster" development which has been objectionable in the past in the hillside areas, such as "ridge crawl", more stringent regulations should be written into City ordinances regarding more restrictive zoning, limitations of grading and density, adequacy of access roads and maximum ratio of open space to give assurance that all future subdivisions in the District are assets rather than liabilities to the community and the City of Los Angeles.*]

Cluster developments [~~*Cluster developments*~~ *Non-conventional subdivisions*] shall not be granted unless they are in conformance with [*but not necessarily limited to,*] the following requirements:

1. Parcel size shall be greater than 50 acres.

2. Developments shall be screened from view of adjacent [~~*adjacent*~~ *existing*] single-family developments and designed to be compatible therewith.

3. Adequate access shall be provided from at least two directions to at least two different streets.

4. Grading shall be controlled in accordance with the following criteria:

   a. A detailed grading plan showing the amount of cut and fill within 10% accuracy to be required upon submission of any tentative tract map or change of zone request.

   b. With the exception of roads and necessary drainage facilities, natural terrain to be retained and grading limited to the actual building site.

   [*c. No grading on slopes exceeding 35%; slopes should be measured on natural slopes before grading on the basis of contour intervals. No finished grades over 2 to 1. Cut and fill limited to 30 feet.*]

5. Setback requirements of the applicable zone shall not be waived.

6. No more than 20% of the total land in a development should be in residential use [*divided into a number of groups, with no more than eight dwelling units in a group, and a distance of 100 feet between groups with a maximum of 5-6 dwelling units per acre. The balance should remain in Open Space*].

7. At least 15% of the open land shall be usable (5% slope or less) and devoted to recreational activities.

[*8. Density must be no higher than that permitted under the slope-density criteria (0-15%, 1 per gross acre; 15-35%, 0.5 per gross acre; over 35%, 0.1 per gross acre), with no transfer of densities from unbuildable natural slopes to manufactured buildable sites.*]

[*9. Only detached single-family units should be permitted. No homesite shall be allowed on less than a 7500 square foot pad with a minimum 70-foot frontage for each building site.*]

[*10. Open space, park and recreational lands, whether deeded to the City or privately held as open space, must be protected by Covenants, Conditions and Restrictions prohibiting any future construction of buildings on the protected areas.*]

[*11. Design review shall be mandatory not only by the City's Design Review Board and the City Planning Commission, but also by a design review board comprised of architects and competent citizens representing the citizens of the surrounding area, to be appointed by the Councilman in whose district the development is proposed.*]

Features:

The Plan proposes that the low-density residential characteristics of Beverly Crest-Bel Air be preserved, and that single-family residential neighborhoods be protected from adjacent uses of other types by landscaping and other buffering devices. Multiple Family Housing areas are concentrated so as to avoid intrusion into single-family areas. [~~*Multiple Family Housing areas are concentrated so as to avoid intrusion into single-family areas.*~~ *In the undeveloped mountain and hillside areas, all land with natural slopes of 0 to 15% are designated for no greater than one dwelling unit per gross acre, 15% to 35% for no greater than 0.5 dwelling units per gross acre, and those lands with slopes in excess of 35% shall be limited to no greater than 0.1 dwelling units per gross acre.*].

The Plan encourages the rehabilitation and/or reconstruction of deteriorated single-family areas for the same use. Housing should be made available to all persons regardless of social, economic, or ethnic background. Low and moderate income housing is needed. [*delete paragraph*]

[*All covenants and conditions that restrict the availability of housing in this area to persons because of race or religion shall be declared invalid in keeping with various court decisions. In all future requirements it shall be policy in this plan to encourage the broadest possible extension of housing opportunities to persons of all socio-economic and ethnic backgrounds.*]

The Plan provides an estimated capacity of 10,108 dwelling units, housing approximately 37,500 persons. The projected 1990 population for the District is 21,400 persons. Acreages and percentages of the various residential land use categories are shown on the Plan Map and in Table 1.

RESIDENTIAL DENSITY	DWELLING UNITS PER GROSS ACRE	GROSS ACRES*	PERCENT OF RESIDENTIAL LAND	DWELLING UNIT CAPACITY	POPULATION CAPACITY	PERCENT OF POPULATION CAPACITY
Single Family Dwellings						
Minimum**	0.1 to 1	3,902	48.3%	1,191	4,466	11.9%
Very Low I	1+ to 2	1,609	19.9%	2,800	10,500	28.0%
Very Low II	2+ to 3	2,544	31.5%	5,749	21,559	57.5%
Low I	3+ to 7	8	.1%	27	97	.3%
Multiple Family Dwellings						
Low Medium II	12+ to 24	14	.1%	210	567	1.5%
Medium	24+ to 40	4	.1%	131	288	.8%
TOTALS		**8,081**	**100%**	**10,108**	**37,477**	**100%**

Note:

* Gross Acreage Includes Streets

** The Dwelling Unit Capacity and Population Capacity include calculation of the Slope Density Criteria of 0.1 dwelling units/acre on lands exceeding 35% slope in the Minimum Density category.

Commerce

Standards and Criteria:

Only Neighborhood Commercial uses are proposed in the Plan due to the terrain and character of the District. [*There shall be no commercial uses other than those already in existence in the Beverly Crest-Bel Air District. Commercial facilities should conform to the character of the surrounding community.*]

Commercial facilities should be designed to complement, enhance and upgrade the character of the surrounding community. Where feasible and appropriate, building and site design shall provide both physical and psychological barriers to crime. [*delete paragraph*]

All commercial structures should be restricted to three stories or 45 feet [~~*45 feet*~~ *32 feet*] in [*maximum vertical*] height to ensure maximum compatibility with adjoining residential uses. A floor area ratio of 1 to 1 should be applied to all commercial development within the District.

In general, off-street parking should be provided at a ratio of not less than two square feet for each square foot of commercial floor area. Parking areas shall be located between commercial and residential uses where appropriate to provide a buffer, and shall be separated from residential uses by means of at least a solid wall and/or landscaped setback to attenuate noise and protect adjoining residential neighborhoods. [*Parking areas* ~~*shall be located between commercial and residential uses where appropriate to provide a buffer, and*~~ *shall be separated from residential uses by means of* ~~*at least a solid wall and/or*~~ *landscaped setback to attenuate noise and protect adjoining residential neighborhoods.*]

Features:

The Plan provides approximately 16 acres of commercial and related parking uses. The area's commercial development is of a convenience nature.

Industry

The Plan does not designate any industrial land. Industrial lands are located on a Citywide basis without regard to the boundaries of individual communities or districts, under the general principle that such employment should be available within a reasonable commuting distance from residential location. [*delete paragraph*]

[*The Plan does not designate any industrial land and the Plan proposes no industrial uses (oil or gas exploration or production).*]

Parks and Open Space

Standards and Criteria:

Designated Open Space Lands are not intended to be developed for residential or other uses.

The development [~~*development*~~] restrictions included in the Open Space Plan are to be applied to areas designated as "Desirable Open Space" on the Open Space and Recreation Map. The Report of the Citizen Advisory Committee on the Mulholland Scenic Parkway is incorporated into this Plan in principle. Specific criteria for the development of road-associated facilities and related controls are to be developed in accordance with that report.

Features:

Desirable Open Space and recreational lands are identified on the "Open Space and Recreation Map" of this Plan. Included on this Map are approximately 1593 acres of publically owned land and approximately 3902 acres of privately owned land considered desirable as open space.

Areas which are considered appropriate for such use should be designated as Open Space. The more precise uses, whether park areas, recreation areas, wildlife refuge, or other [*exact*] designation, should be decided as a result of future study.

The Recreation and Open Space Map designates trails for hiking, riding and bicycling; the Mulholland Scenic Parkway; and open space areas suitable for recreation use or requiring environmental protection.

Bicycle trails should be provided in new subdivisions in the more level areas to connect with other bicycle trails in the District. The bicycle trail along Mulholland Drive should connect with public trails extending to the north and south where feasible.

Access to and facilities for equestrian, hiking and bicycling trails shall be provided in conformance with standards set forth in the Mulholland Scenic Parkway Report, and the Major Equestrian and Hiking Trails and Bicycle Trails Elements (when adopted) of the General Plan.

Parks proposed in the Plan are shown in accordance with the spacing standards set forth in the City's adopted Interim Public Recreation Plan and the special needs of the District.

The Plan designates two standard types of local parks:

Neighborhoods Parks —

1 acre per 1,000 residents; minimum site size 5 acres; service radius ½ mile; and

Community Parks —

1 acre per 1,000 residents; minimum site size 15 acres; service radius 1½ miles

Canyons with many existing houses and small lots should be given priority for neighborhood parks and mini-parks. [*Recreational facilities should be encouraged in each canyon.*]

The Department of Water and Power lands and other publicly owned properties are proposed to be preserved as open space. Limited equestrian and hiking use with trail systems should be allowed at these sites consistent with the primary use of the properties.

All schools and public parks are to be redesignated to the most restrictive density category. School grounds should be left open for after school recreational use.

All lands designated as Open Space, both public and private, shall be zoned in the most restrictive density category. These lands should be considered for wildlife refuge and preservation areas. (Two suggested wildlife areas are specifically designated on the Plan Map.)

All golf courses are proposed to be in the Minimum Density category [*to ensure their continued use as recreational sites*]. In the event that private owners desire to sell their golf courses, the City should have the right of first refusal to purchase the land, for continued recreational uses only. As a general policy, all public land on which present uses are discontinued should be turned into or left in open space, with right of first refusal to the City.

Animal bridges should be built at animal crossings depicted on the Plan Map and at other suitable sites. [*delete paragraph*]

[*An animal bridge should be built at the present Deer Crossing just above the 2400 block of Beverly Glen, such bridge to span the narrows owned on both sides by the City of Los Angeles, Department of Water and Power. (Designated on Plan Map.) It is also recommended that animal bridges be built at other suitable sites.*]

[*As a general policy, any access to be provided for open space and park area should be very limited and serve only that purpose.*]

[*Recommendations for Open Space and Park Possibilities, with Acquisitions where Necessary:*

1. Laurel Canyon and Mulholland park site, and acquisition to augment this site.

2. Large area east of Laurel Pass Road (H. D. 100).

3. County area between the upper and lower Franklin Reservoir: recommend that the City acquire this land.

4. Miscellaneous parcels east of Beverly Glen Boulevard, to be assembled with tax deed property which the City already owns.

5. Area between Beverly Drive and Franklin Canyon Drive adjacent to lower reservoir should be added to Water and Power land, and designated as Open Space and park land.

6. The area north of the Upper Franklin Canyon Reservoir to Mulholland, to tie in with existing park land north of Mulholland.

7. Three hundred-twenty acres now owned by the Teamsters should be acquired and developed as a City Golf Course and park with a minimum access road.]

CIRCULATION

[*Citizen Advisory Committee recommends deletion of the entire section on Circulation — see following section for their substitute language.*]

Critical deficiencies now exist in the north-south highways and freeways which cross the District. These deficiencies are created by an overall deficiency in transportation facilities crossing the Santa Monica Mountains. Full development of all highways crossing the mountains and provision of proposed mass transit facilities will only partially eliminate these deficiencies and will not accommodate probable growth.

Highways

Standards and Criteria:

The Beverly Crest-Bel Air Preliminary District Plan does not provide a highway capacity adequate to meet the projected automobile traffic demand. Land use densities should be maintained at the lowest possible level until a balance between land use and transportation facilities is achieved. There is a need for an additional cross-mountain transportation facility. Transportation Study Corridors are depicted on the Plan Map for future study in order to find a solution to this need. While additional roads are needed, it does not appear practical or environmentally appropriate to expect their construction. Without a balance between the land use and circulation systems, future subdivisions may have to be disapproved, and substantial acreage may have to remain undeveloped.

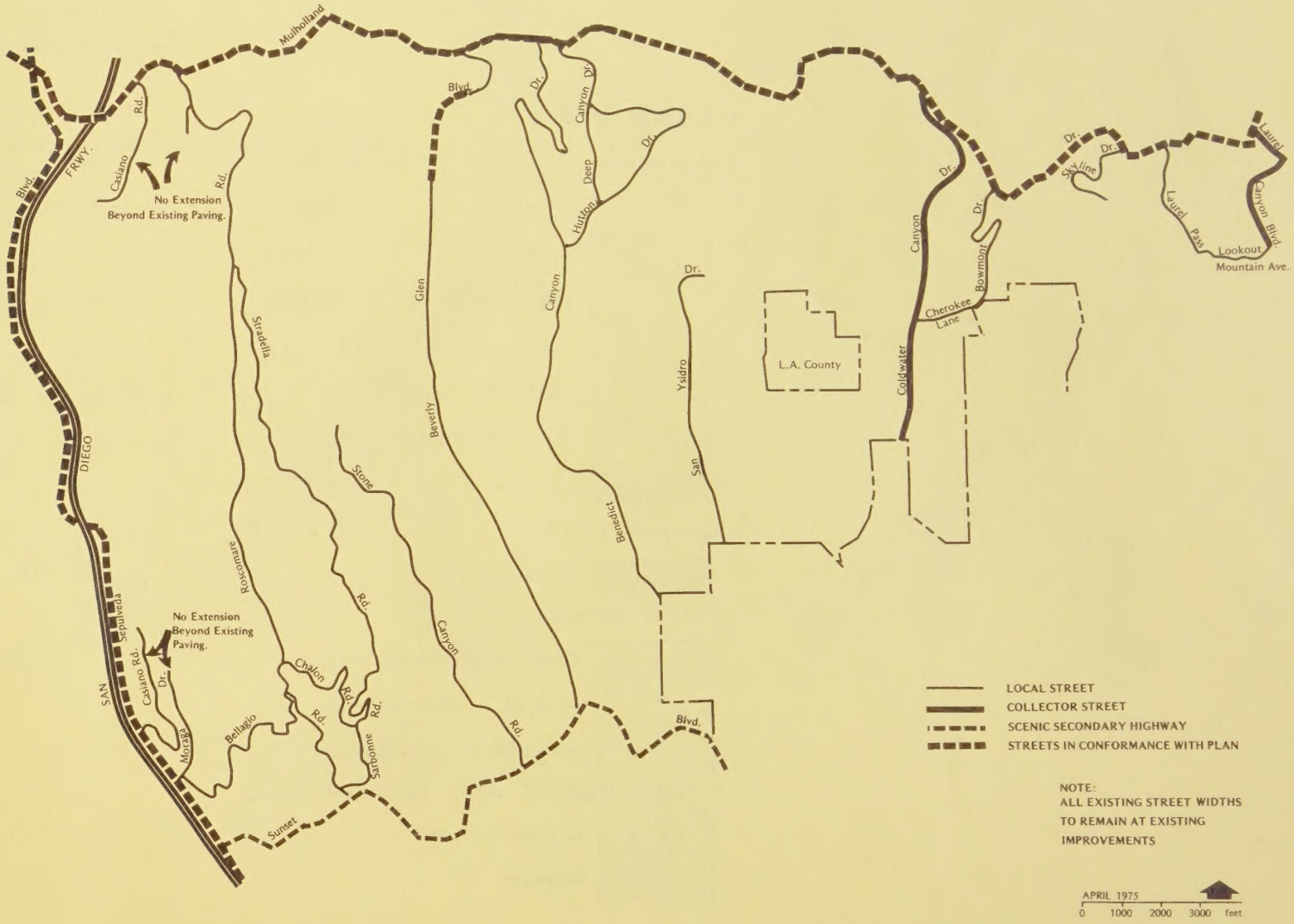
Highways and Local Streets within the Beverly Crest-Bel Air District shall generally be developed in accordance with standards and criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions.

Certain streets within the Beverly Crest-Bel Air District are designated as Modified Secondary Highways and Modified Collector Streets. These are located in areas where improvement in accordance with the Standard Street Dimensions would adversely affect the environment or disturb the quality and character of the District. Preservation of the existing community and minimum disturbance of the natural environment are to be emphasized in the custom design of these roads.

The full residential and commercial densities and intensities proposed in the Plan are predicated upon the development of the designated circulation systems. No increase in the density shall be effected by zone change or subdivision unless it is determined that the streets and highways serving the property involved are adequate to serve the traffic generated.

Design characteristics which might facilitate street identity such as curves, changes in direction and topographical differences, should be emphasized. Streets, highways and freeways, when developed, should be designed and improved in harmony with adjacent development. Whenever feasible, street development should preserve existing trees.

Highways to be built in the mountain area should be given special scenic treatment. In each instance, Specific Plans should be prepared to ensure that scenic and recreational opportunities will be provided or preserved and anticipated traffic volume handled. Special criteria will be developed for Mulholland Drive (See "Programs" Section).



BEVERLY CREST - BEL AIR CITIZENS' ADVISORY COMMITTEE

CIRCULATION RECOMMENDATIONS DIFFERING FROM PRELIMINARY PLAN

Proposed equestrian, hiking and bicycle trails in residential areas may occupy a part of the street right-of-way, being substituted for one sidewalk along the roadway as long as one sidewalk remains.

On all streets of 30 feet or less right-of-way width there should [~~should shall~~] be a minimum front setback of five feet.

Fire roads are necessary and desirable in the Beverly Crest-Bel Air District. However, the existence of a fire road is not justification for the designation of such road for a public street.

Features:

The Plan incorporates the Highways and Freeways Element of the Los Angeles General Plan. In addition, Collector Streets are shown on the Plan Map. Collector Streets function primarily to carry locally generated traffic to and from Major and Secondary Highways and should be designed accordingly.

Mulholland Drive is designated as a Scenic Parkway. The Report of the Citizens Advisory Committee on the Mulholland Scenic Parkway is incorporated in the Plan in principle.

Public Transportation

Improved bus service should be provided. A mass rapid transit system for the City of Los Angeles should be developed as a partial solution to alleviating excessive through traffic loads on District streets.

[CIRCULATION

(Citizen Advisory Committee replacement for the above section on Circulation)

[Roads

[Because the present streets in the District are inadequate to support any substantial increase in density and because the existing circulation system cannot be changed without seriously altering existing communities, there should be no substantial increase in density permitted in the District.

[Freeze all existing mountain roadways to their present physical development and remove from all existing streets those existing or proposed legal designations that are not consistent with the present dimensions, except for Sepulveda Boulevard and the San Diego Freeway.

[1. Eliminate future plans that call for expansion of any surface streets that might be scheduled as Major and Secondary Highways.

a. Laurel Canyon Boulevard and Beverly Drive shall not be designated as highway facilities. Beverly Drive shall not be designated as either a major traffic or cross mountain facility.

b. Remove the present legal designation of Beverly Glen Boulevard as a Secondary Highway, and Sunset Boulevard as a Major Highway.

[2. Cut back any substantial future planning that would in any way call for taking of any houses to "realign".

[3. The Plan includes the fullest possible development of the San Diego Freeway, and the development of Sepulveda Boulevard to Major Highway.

[4. Cross mountain roads should not be increased in capacity, with the exception of Sepulveda Boulevard and the San Diego Freeway.

[5. On all legal maps, delete all streets or portions of streets which do not physically exist such as, but not limited to, Angelo Drive, Summit Ridge Drive, the continuation of Beverly Drive, Moraga Drive, Casiano Road, Hillcrest Drive, Moreland Drive, Hastain Drive and Chestwick Drive.

[6. All future developments shall be based on densities permitted by existing street capacity; and any new streets dedicated within such developments shall be Hillside Local Streets.]

[Proposed equestrian, hiking and bicycle trails in residential areas may occupy a part of the street right-of-way being substituted for one sidewalk along the roadway as long as one sidewalk remains.

[On all streets of 30 feet or less right-of-way width there should [~~should shall~~] be a minimum front setback of five feet.

[Fire roads are necessary and desirable in the Beverly Crest-Bel Air District. However, the existence of a fire road is not justification for the designation of such road for a public street.

[Mulholland Drive is designated as a Scenic Parkway. The Report of the Citizens Advisory Committee on the Mulholland Scenic Parkway is incorporated in the Plan in principle.

Public Transportation

[A mass transit system, including rapid transit, for the City of Los Angeles should be developed as a partial solution for alleviating excessive through traffic loads on District streets.

[The present right-of-way created by the San Diego Freeway route and the Sepulveda route should be utilized for a mass transit system above, below or alongside these existing routes. Other mass transit facilities should be developed in connection with the Hollywood Freeway, the proposed Wilshire Corridor route, or along the Santa Monica Freeway, as an aid to the San Diego Freeway facility. An efficient, closed circle routing, using these arteries, is proposed in lieu of any additional or increased cross-mountain traffic facilities.]

SERVICE SYSTEMS

Standards and Criteria:

The public facilities shown on this Plan are to be developed in accordance with the standards for need, site area, design, and general location expressed in the Service Systems Element of the General Plan. (See individual facility plans for specific standards.) Such development shall be sequenced and timed to provide a workable, efficient, and adequate balance between land use and service facilities.

The full residential, and commercial densities and intensities proposed by the Plan are predicated upon the provision of adequate service facilities with reference to the standards contained in the General Plan. No increase in density shall be effected by zone change or subdivision unless it is determined that such facilities are adequate to serve the proposed development.

[All existing dedicated public streets must be rendered and maintained at minimal standards of passability required for ingress and egress of public safety vehicles and vehicles of abutting residents.]

[The National Recreation Park Association standard of four acres per thousand population for local parks should be met.]

[No thoroughfares should be permitted through park and recreational sites within the District.]

This Plan is intended to protect and enhance the public health, safety and welfare. Therefore, public agencies and maintenance activities necessary to provide for the overriding public need, particularly fire and police operations, are not to be prohibited by this Plan. [*delete paragraph*]

Features:

The public facilities shown on the Plan Map are consistent with the Service Systems Element of the General Plan.

The Plan proposes dual use of existing school facilities for the general public after hours and on weekends. School grounds should be made available so as to facilitate after hour recreation use.

The fire stations and overall fire protection within the District are continuously being evaluated by the Fire Department and updated as fire protection techniques, apparatus needs, and land use patterns change. *[However, the existence of a fire road is not justification for designation of such a road for a public street.]*

[The City should officially recognize the deficiency of recreation areas presently existing for hillside families. Open space is required for air shed and park and recreation purposes. It is desirable to preserve a maximum amount of Open Space by zoning for minimum density. The Recreation and Open Space Map designates: trails for hiking, riding and bicycling; the Mulholland Scenic Parkway, and open space areas suitable for recreation use or requiring environmental protection.]

PROGRAMS

This outline of programs is intended to establish a framework for guiding development of the Beverly Crest-Bel Air District in accordance with the Objectives of the Plan. In general, they indicate those public and private actions which should take place during the initial five years following adoption of the Plan. The described actions will require the use of a variety of implementation methods.

I. PUBLIC IMPROVEMENTS

A. Circulation *[CAC recommends deletion of following section on Circulation]*

To facilitate local traffic circulation, relieve congestion, and provide mobility for all citizens recognizing natural and other restraints, the following are required:

1. Continued development of a highway and street system in conformance with the City's Annual Capital Improvement Program (as amended from time to time).

2. Continued planning of, and improvement to, the public transportation system for the District.

The following streets function as Secondary Highways and Collector Streets. However, environmental and other circumstances of an overriding nature preclude their being fully improved in conformance with Standard Street Dimensions.

Modified Secondary Highways:

a. Beverly Glen Boulevard
b. Coldwater Canyon Drive
c. Laurel Canyon Boulevard

Modified Collector Streets:

a. Roscomare Road
b. Stradella Road
c. Stone Canyon Road
d. San Ysidro Drive
e. Cherokee Lane
f. Bowmont Drive
g. Laurel Pass
h. Lookout Mountain Avenue
i. Bellagio Road
j. Chalon Road
k. Sarbonne Road
l. Southernly portion of Moraga Drive
m. Southerly portion of Casiano Drive
n. Benedict Canyon Drive

[A. Circulation *(Citizen Advisory Committee replacement for the above section on Circulation)*

[1. To facilitate local traffic circulation, relieve congestion, and provide mobility for all citizens, there should be continued planning of, and improvements to, the public transportation system for the District.

[2. Synchronization of traffic signals through Los Angeles, particularly on major streets, would improve traffic circulation not only for those driving to and from our District, but for all parts of the City.]

B. Recreation, Parks and Open Space

Acquisition, expansion and improvement of needed local parks throughout the District should be accelerated and a concerted effort be made to establish supplemental recreational use of open space along freeways. Additionally, multi-purpose use should be an objective for other publicly-owned land and facilities.

C. Mulholland Scenic Parkway

The City shall prepare Specific Plans, a scenic corridor ordinance, design plans and other plans and/or ordinances necessary to achieve the objectives and criteria set forth in the Report of the Citizen's Advisory Committee on the Mulholland Scenic Parkway. These shall provide for the establishment of a ½ mile wide scenic corridor on either side of the roadway; equestrian, bicycle and hiking trails, scenic turnouts; and other necessary amenities.

D. Schools

The present school facilities are inadequate for the students who [*currently*] attend schools in the District. A study should be made of the needs of existing students, and the required facilties be provided for them.

E. Other Public Facilities

The development of other public facilities such as fire stations, libraries, and schools should be sequenced and timed to provide a balance between land use and public services.

Where feasible, new power lines should be placed underground and the program for the undergrounding of existing lines should be developed, continued and expanded.

II. PRIVATE PARTICIPATION

Residential and commercial groups are encouraged to undertake private actions for community improvements such as:

A. Developing and maintaining mini-parks on property provided for public use and as an interim use of vacant private lands, with permission of the owner;

B. Sponsoring clean-up and beautification programs to improve the general environment; and

C. Reviewing plans for proposed projects and working with builders to insure high quality development acceptable to a large part of the community prior to submission of tract maps, zone changes, etc. to the City for approval.

D. Planning of Community Centers is to be encouraged,with provision to allow for the implementation of such plans (e.g. a community center planned for Beverly Glen, with the community itself to bear the cost of the center).

III. PLANNING LEGISLATION

Planning provisions of the Municipal Code and other legislation are continually being reviewed and amended. The following studies for amendments are suggested to aid in implementation of the Plan.

A. **Design**: Requirement that all new and rebuilt public and private facilities observe improved site design standards.

B. **Grading**: Amendments to the Zoning and/or Building Codes to limit the quantity of cut and fill grading in hillside and mountainous areas. *[~~Amendments of the Zoning and/or Building Codes to limit the quantity of cut and fill grading in hillside and mountainous areas.~~ Amendments of the Zoning and/or Building Code to require: an approved tentative tract map as a condition of a grading permit; that any development of steep slopes and mountain ridge land retain its natural contours; that tops of ridges should be left alone; that any fill or cut-and-fill operations must not*

disturb the general contours of the land; that grading be limited to 1,000 cubic yards per dwelling unit in individual single-family homes, and 500 yards per dwelling unit in "cluster" developments; and to prohibit grading on slopes greater than 35% in order to protect the aesthetics of the mountains.]

C. **Mulholland Drive Scenic Corridor Protection:** Specific standards and development controls to assure scenic protection for Mulholland Drive as a Scenic Corridor. Land use controls, sign controls and maintenance provisions should be included.

D. **Open Space Acquisition:** Establishment of a right of first refusal by the City to purchase privately owned recreational facilities, including golf courses and other Privately Owned Open Space Lands.

E. **Open-Space Tax Relief:** Inclusion in the City's Annual Legislative Program (submitted to the State Legislature) of a proposal for tax relief for privately owned lands planned for conservation and open space uses.

F. **Property Improvement Tax Relief:** Revision of laws to provide incentives to property owners making improvements to their property. [*Exterior maintenance and landscaping should not result in increased assessed valuation for tax purposes.*]

G. **Scenic Districts:** Establishment of districts and the provisions of regulations therein to protect and preserve identified scenic features or values.

H. **Signs:** Strengthening of billboard and other commercial sign controls.

I. **Townhouse Zoning:** Attached single-family housing, individually owned, which provide greater economy of land utilization, single-family amenities within multi-family areas, and suitable for proposed Low-Medium density housing areas. [*delete*]

J. **Incentive Zoning:** Incentives for private developers to provide various desired types of development which would surpass minimum requirements. [*delete*]

K. **Tax Delinquent Properties:** Provision for City acquisition of tax delinquent properties for open space and recreation use.

L. **Parking:** Zone Code requirement for two parking spaces per multiple dwelling unit.

M. **Building Code Amendments:** Possible amendment to the City Building Code to require more adequate security features in the construction of new buildings.

N. **Provision for Schools:** Approval of a tract should depend upon the adequacy of existing and assured school facilities for the children who live in that tract. If adequate school facilities are not already available, the developer should be required to contribute to the activation of such facilities.

[O. **Subdivisions:** *For any proposed subdivision, a three-dimensional model of the existing terrain be required and also one showing intended changes, both to include at least 500 feet of the surrounding area. Once approved, no changes are to be allowed without re-application for a variance.*]

[P. **Notification Procedure:** *Any application for zone change, subdivision, variance, conditional use permit or Residential Planned Developments shall be immediately followed by notification (within 10 days) of all property owners within 1000 feet and the local homeowners associations. Additional notification shall be mailed no later than two weeks preceding the hearing of such application before the appropriate agency.*]

[Q. **Recreational Zone:** *A new zone category limited to public and private recreational uses in which structures such as clubhouses will be permitted only upon conditional use. The type of uses should include: golf courses, tennis courts, swimming pools, equestrian facilities, archery ranges, baseball diamonds, football fields, and beaches.*]

[R. **Public Notice:** *In hillside and other areas of the City, the persons most affected by proposed planning actions are often more than 300 feet from the boundaries of the property under consideration. Public notice requirements of planning actions should be broadened so that as a minimum the owners of the ten nearest developed properties in each direction, to the north, south, east and west, totalling 40, will receive notice regardless of distance from the boundaries of the property under consideration.*]

[S. *No zone change or tract approval shall be granted unless sufficient guarantees are posted for project completion, to avoid such economic disasters to the developer, the City and taxpayer alike, such as Beverly Ridge, Mt. Olympus, etc.*]

IV. ZONING ACTIONS

Zoning is the primary legal tool by which the development of private property can be directed towards the implementation of the Plan. Two distinct situations are involved:

A. It is the intent of the City to initiate redesignation of zones appropriate to the Plan.

B. Property owners, under the procedures established by the Los Angeles City Charter and the Los Angeles Municipal Code, may apply for a change of zone.

V. FUTURE STUDIES

In order to systematically carry out the intent of this Plan and provide for public needs, convenience, environmental protection and general welfare, the following are suggested for special study and implementation:

A. A significant portion of Beverly Crest-Bel Air District is undeveloped hillside and therefore a fire hazard area. The required Safety Element of the General Plan will include a section on Brush Area Fire Protection for the Mountain Fire District and buffer zones. That section will include policies relating to zoning, street networks, helicopter use, water systems, greenbelts, fire retardant vegetation, grading, etc. to increase safeguards governing land development in brush areas.

B. Plans for the Mulholland Scenic City Parkway, Scenic Corridor and Scenic District should be developed and implemented. These plans should include, but not be limited to:

1. roadway design;

2. designation and provision for acquisition of view sites, recreational areas and related commercial facilities;

3. controls on use and intensity of lands adjacent to the Parkway;

4. designation and improvement of roads and trails for recreational purposes;

5. prohibition and/or control of signs and billboards; and

6. location of other public facilities which are necessary along the parkway.

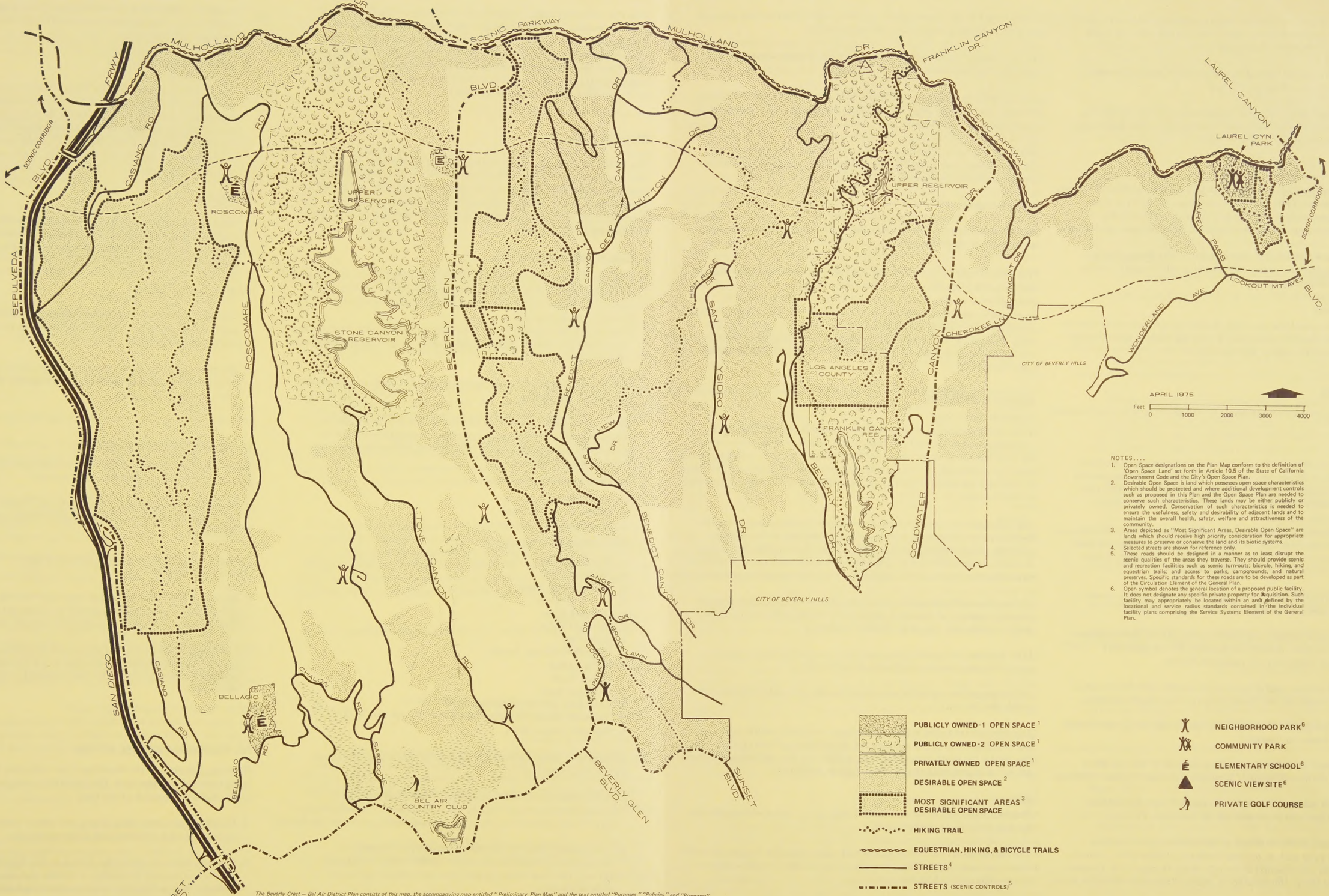
[7. *General protection of the eco-systems presently populating the area.*]

C. Criteria for determining appropriate building sites in relation to natural slopes should be developed.

D. Administrative procedures and/or legislation of an appropriate nature should be determined which will assure the preservation and maintenance of privately owned open space, especially when such open space is set aside as a part of a development plan.

E. The Beverly Crest-Bel Air District is subject to geologic hazard. The Seismic Safety Element includes policies relating to geologic evaluation and appropriate regulation of existing and new development. The results of future studies should be incorporated, as appropriate, into the Beverly Crest-Bel Air District Plan.

continued turn over



NOTES....

1. Open Space designations on the Plan Map conform to the definition of 'Open Space Land' set forth in Article 10.5 of the State of California Government Code and the City's Open Space Plan.
2. Desirable Open Space is land which possesses open space characteristics which should be protected and where additional development controls such as proposed in this Plan and the Open Space Plan are needed to conserve such characteristics. These lands may be either publicly or privately owned. Conservation of such characteristics is needed to ensure the usefulness, safety and desirability of adjacent lands and to maintain the overall health, safety, welfare and attractiveness of the community.
3. Areas depicted as "Most Significant Areas, Desirable Open Space" are lands which should receive high priority consideration for appropriate measures to preserve or conserve the land and its biotic systems.
4. Selected streets are shown for reference only.
5. These roads should be designed in a manner as to least disrupt the scenic qualities of the areas they traverse. They should provide scenic and recreation facilities such as scenic turn-outs; bicycle, hiking, and equestrian trails; and access to parks, campgrounds, and natural preserves. Specific standards for these roads are to be developed as part of the Circulation Element of the General Plan.
6. Open symbol denotes the general location of a proposed public facility. It does not designate any specific private property for acquisition. Such facility may appropriately be located within an area defined by the locational and service radius standards contained in the individual facility plans comprising the Service Systems Element of the General Plan.

- PUBLICLY OWNED-1 OPEN SPACE [1]
- PUBLICLY OWNED-2 OPEN SPACE [1]
- PRIVATELY OWNED OPEN SPACE [1]
- DESIRABLE OPEN SPACE [2]
- MOST SIGNIFICANT AREAS [3] DESIRABLE OPEN SPACE
- HIKING TRAIL
- EQUESTRIAN, HIKING, & BICYCLE TRAILS
- STREETS [4]
- STREETS (SCENIC CONTROLS) [5]

- NEIGHBORHOOD PARK [6]
- COMMUNITY PARK
- ELEMENTARY SCHOOL [6]
- SCENIC VIEW SITE [6]
- PRIVATE GOLF COURSE

The Beverly Crest — Bel Air District Plan consists of this map, the accompanying map entitled "Preliminary Plan Map" and the text entitled "Purposes," "Policies," and "Programs".

RECREATION AND OPEN SPACE - BEVERLY CREST - BEL AIR DISTRICT

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DEPARTMENT OF CITY PLANNING

Calvin S. Hamilton, director of planning
Frank P. Lombardi, executive officer
Glenn F. Blossom, city planning officer

Report prepared by:

COMMUNITY PLANNING AND DEVELOPMENT DIVISION

Arch D. Crouch, principal city planner

COMMUNITY PLANNING SECTION A

Franklin P. Eberhard, senior city planner

Current Project Staff

David M. Kabashima, project manager
Gary Booher, project coordinator
Richard Scott, cartography
Zethel Walton, typist

Former Project Staff

Bert Fullmer, city planner
Gene Kjellberg, planning assistant
Mattye Faulkner, planning assistant

GRAPHICS SECTION

Gene Wolfe, graphic supervisor

Publication

Phil Watson, publication unit head
Rey Hernandez, layout and design

Cartography

Oscar Joyner, cartographic unit head
Charlotte Peters, cartography

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